

STAFF REPORT

SUBJECT: 2009 Federal Transportation Improvement Program

MEETING DATE: June 17, 2010

AGENDA ITEM: 6K

STAFF CONTACT: Sarkes Khachek

RECOMMENDATION:

Adopt Federal Transportation Improvement Program (FTIP) amendment #27 to add ARRA Rail Funding for the Ortega Rail Siding project.

SUMMARY:

SBCAG and Caltrans applied for federal discretionary funding available through the 2009 American Recovery and Reinvestment Act for the Ortega Rail Siding project. The application was successful and \$950,000 was awarded for the siding project for environmental and preliminary design work. The siding project will increase capacity on the single track section of the rail corridor improving passing opportunities and furthering SBCAG's goal of improving passenger rail service between Ventura and Santa Barbara Counties. SBCAG must amend its Federal Transportation Improvement Program to include the new ARRA funding before funds can be expended on the Ortega Siding project. The federal funding will be matched by \$250,000 in Measure A from the South Coast's Commuter and Passenger Rail program.

DISCUSSION:

As the federally designated Metropolitan Planning Organization for Santa Barbara County, SBCAG is responsible for preparing and adopting the Federal Transportation Improvement Program. The FTIP identifies all federally funded highway, transit and other surface transportation projects in the county, along with their federal funding sources, that are scheduled for implementation in the next six years. The FTIP serves as the sole reference document that the federal government, Caltrans and the public can review to understand where, when and how federal transportation funds are being spent in Santa Barbara County, including those that SBCAG does and does not have programming discretion over. The FTIP requires periodic amending following its quadrennial adoption to reflect changes such as project additions, deletions, scope revisions and securing of additional federal funds by SBCAG and other agencies. The federal government requires that significant changes to the cost, scope or schedule of a project be approved through a formal amendment to the FTIP voted on by the SBCAG Board.

This staff report includes a formal amendment for the project and program described below.

American Recovery and Reinvestment Act Funding – Add Project to FTIP

In August 2009, SBCAG submitted a grant application to the Federal Railroad Administration requesting funding for activities related to planning and environmental document preparation for the Ortega Rail Siding. The project was successful in receiving the requested funding in the amount of \$950,000. Caltrans Division of Rail is currently the lead agency for the project. In order for DOR to access the funding, the project must first be reflected in SBCAG's FTIP. A match of 20%, or \$250,000, in Measure A funds will be required for the project. Programming specifics are listed in Attachment B to the staff report.

RECOMMENDATION:

Adopt Federal Transportation Improvement Program (FTIP) amendment #27 to add ARRA Rail Funding for the Ortega Rail Siding project.

Attachments:

Attachment A - Amendment #27 Resolution 10-19

Attachment B – EZ Trak FTIP Report

SBCAG 2009 FTIP

Summary of Changes

Formal Amendment - Amendment #27

MPO FTIP ID	PROJECT TITLE	DESCRIPTION OF CHANGE	FISCAL IMPACT
SBCAG20	ARRA - Pacific Surfliner - Ortega Rail Siding	Addition of ARRA Rail Funding for Ortega Rail Siding Project	\$1,200,000

TOTAL FISCAL IMPACT: \$1,200,000

Santa Barbara County Association of Governments

2011 Federal Transportation Improvement Project List

SBCAG ID		SBCAG20		Implementing Agency		SBCAG					
SBCAG ID #		SBCAG20		Last Revised		Amendment 27					
Project Manager		Scott Spaulding		Phone		(805) 961-8920					
Estimated Total Project Cost		\$1,200,000		RTP ID Number		n/a					
Project Title		ARRA - Pacific Surfliner - Ortega Rail Siding									
Project Description		Funding is for the Preliminary Engineering and NEPA activities for the Ortega Rail Siding.									
Federal				Total Cost		\$1,200,000					
								</			

A RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS

AMENDING THE 2009 FEDERAL)
TRANSPORTATION IMPROVEMENT)
PROGRAM TO ADD AMERICAN RECOVERY)
AND REINVESTMENT ACT FUNDING FOR THE)
ORTEGA RAIL SIDING PROJECT)

RESOLUTION NO. 10-19

WHEREAS, Title 23 Code of Federal Regulations, part 450, and Title 49 Code of Federal Regulations, part 613, require the preparation and updating of a Federal Transportation Improvement Program (FTIP) by the Metropolitan Planning Organization; and

WHEREAS, the Santa Barbara County Association of Governments (SBCAG) has been designated as the Metropolitan Planning Organization for Santa Barbara County; and

WHEREAS, SBCAG, through the conduct of a continuing, comprehensive, and coordinated transportation planning process with applicable federal requirements, has prepared a 2009 FTIP; and

WHEREAS, the 2009 FTIP has been prepared in cooperation with state and local government agencies including Caltrans, local transit operators; and the Air Pollution Control District; and

WHEREAS, the 2009 FTIP must be consistent with the Regional Transportation Plan adopted pursuant to Government Code Section 6508; and

WHEREAS, the 2009 FTIP projects have been developed from the 2001 RTP, 2003 CMP, 2004 MTP, 2008 RTP and 2008 STIP; and

WHEREAS, all projects proposed for federal funding or approval under Title 23 Code of Federal Regulations and the Federal Transit Act must be included in a transportation improvement program; and

WHEREAS, because Santa Barbara County attained the federal eight-hour ozone standard, it is no longer required to follow air quality conformity measures nor the applicable State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and

WHEREAS, the 2009 FTIP was made available for public review and members of the public were given a reasonable opportunity to review the 2009 FTIP before it was adopted by the SBCAG Board on July 17, 2008; and

WHEREAS, revisions to the FTIP requested by Caltrans in order to incorporate the FTIP into the statewide FTIP by the end of the federal fiscal year were adopted by the SBCAG Board on July 17, 2008 after public review;

WHEREAS, the 2009 FTIP is financially constrained and funds needed to complete the 2009 FTIP are reasonably expected to be available.

NOW, THEREFORE, BE IT RESOLVED that the SBCAG Board of Directors amends the 2009 FTIP to include the changes identified in the Staff Report Item 6K, June 17, 2010.

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that development of the 2009 FTIP was made in accordance with public involvement procedures originally adopted by SBCAG on November 10, 1994 and updated on March 24, 2002 and December 20, 2007; and

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that 2009 FTIP is consistent with metropolitan planning regulations from 23 Code of Federal Regulations Part 450; and

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that the amended 2009 FTIP is consistent with the 2008 RTP.

BE IT FURTHER RESOLVED that the 2009 FTIP as amended is financially constrained and funds needed to complete the 2009 FTIP are reasonably expected to be available.

BE IT FURTHER RESOLVED that because Santa Barbara County attained the federal eight-hour ozone standard, the 2009 FTIP is not required to follow air quality conformity measures nor the applicable State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and

BE IT FURTHER RESOLVED that the inclusion of any federally-funded projects in the 2009 FTIP, including all amendments, constitutes the federal project selection procedures for Santa Barbara County, and any projects programmed in the FTIP may proceed to implementation without further project selection action by SBCAG.

PASSED AND ADOPTED this 17th day of June 2010 by the following vote:

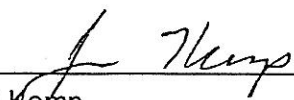
AYES: SUPERVISORS WOLF, FARR, GRAY, CENTENO, MAYORS ALVAREZ, LAVAGNINO
SIMINSKI, SCHNEIDER, COUNCILMEMBERS SKYTT, ACEVES, SIERRA, ARMENDARIZ
AND CHAIR CARBAJAL

NOES:

ABSENT:

ABSTAIN:

ATTEST:

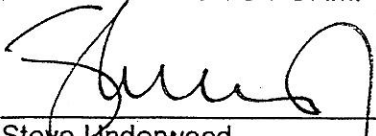


Jim Kemp
Executive Director



Salud Carbajal, Chair
Santa Barbara County
Association of Governments

APPROVED AS TO FORM:



Steve Underwood
Chief Assistant County Counsel

State of California
2008/09-2011/12 Federal Transportation Improvement Program
MPO: Santa Barbara County Association of Governments
AMENDMENT #: 27 (Differences between Amendment #26 and Amendment #27)

FUNDING SOURCE			REVENUE (DOLLARS X 1,000)								CURRENT TOTAL
			2008/09		2009/10		2010/11		2011/12		
			Previous - 26	Current - 27	Previous - 26	Current - 27	Previous - 26	Current - 27	Previous - 26	Current - 27	
LOCAL	Other local - general fund		\$6,466	\$5,452	\$3,828	\$3,910	\$6,579	\$8,883	\$241	\$247	\$18,492
	Sales Tax - county		\$10	\$10	\$675	\$925	\$0	\$0	\$0	\$0	\$935
	Sales Tax - other		\$10,283	\$10,283	\$7,825	\$7,825	\$7,955	\$7,955	\$7,953	\$7,953	\$34,016
	Local Total		\$16,759	\$15,745	\$12,328	\$12,660	\$14,534	\$16,838	\$8,194	\$8,200	\$53,443
STATE	State Highway Operations and Protection Program (SHOPP)		\$23,933	\$23,933	\$37,035	\$37,035	\$22,817	\$22,817	\$41,938	\$41,938	\$125,723
	SHOPP (Including Augmentation)		\$23,933	\$23,933	\$37,035	\$37,035	\$22,817	\$22,817	\$41,938	\$41,938	\$125,723
	SHOPP Prior		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)		\$4,064	\$4,064	\$6,149	\$6,149	\$18,766	\$18,766	\$68,383	\$68,383	\$97,362
	STIP (Including Augmentation)		\$4,064	\$4,064	\$6,149	\$6,149	\$18,766	\$18,766	\$68,383	\$68,383	\$97,362
	STIP Prior		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Proposition 1B		\$349	\$242	\$239	\$193	\$55,184	\$55,455	\$302	\$167	\$56,057
	Traffic Congestion Relief Program		\$0	\$0	\$922	\$922	\$0	\$0	\$0	\$0	\$922
	Other (State)		\$5,699	\$5,699	\$696	\$696	\$290	\$290	\$0	\$0	\$6,685
	State Total		\$34,045	\$33,938	\$45,041	\$44,995	\$97,057	\$97,328	\$110,623	\$110,486	\$286,749
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)		\$475	\$475	\$0	\$0	\$0	\$0	\$0	\$0	\$475
	Elderly and Disabled Transportation Program (5310)		\$89	\$89	\$0	\$0	\$0	\$0	\$0	\$0	\$89
	Job Access and Reverse Commute Program (5316)		\$212	\$212	\$155	\$155	\$0	\$0	\$0	\$0	\$367
	New Freedom (5317)		\$63	\$63	\$63	\$63	\$0	\$0	\$0	\$0	\$126
	Nonurbanized Area Formula Program (5311)		\$178	\$178	\$183	\$183	\$189	\$189	\$195	\$195	\$745
	Urbanized Area Formula Program (5307)		\$7,678	\$7,678	\$7,857	\$7,857	\$8,014	\$8,014	\$8,175	\$8,175	\$31,724
	ARRA - 5307		\$8,206	\$8,206	\$0	\$0	\$0	\$0	\$0	\$0	\$8,206
	ARRA - 5311		\$279	\$279	\$0	\$0	\$0	\$0	\$0	\$0	\$279
	ARRA - Rail		\$0	\$0	\$0	\$950	\$0	\$0	\$0	\$0	\$950
	Federal Transit Total		\$17,180	\$17,180	\$8,258	\$9,208	\$8,203	\$8,203	\$8,370	\$8,370	\$42,961
FEDERAL HIGHWAY	Federal Highway Discretionary Programs										
	High Priority Projects (HPP)		\$1,883	\$1,883	\$3,580	\$2,780	\$0	\$0	\$0	\$0	\$4,663
	High Risk Rural Road (HRRR)		\$982	\$982	\$476	\$476	\$0	\$0	\$0	\$0	\$1,458
	Recreational Trails		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation and Community and System Preservation Program		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Federal Highway Discretionary)		\$116	\$116	\$587	\$587	\$0	\$0	\$0	\$0	\$703
	Subtotal		\$2,981	\$2,981	\$4,643	\$3,843	\$0	\$0	\$0	\$0	\$6,824
	Federal Highway Non-Discretionary Programs										
	Highway Bridge Program (HBP)		\$19,154	\$18,991	\$4,991	\$4,903	\$5,816	\$35,111	\$2,335	\$1,342	\$60,347
	Highway Safety Improvement Program (HSIP)		\$624	\$624	\$69	\$69	\$1,280	\$1,280	\$961	\$961	\$2,934
	Safe Routes to School (SRTS) (SAFETEA-LU)		\$902	\$902	\$379	\$379	\$0	\$0	\$393	\$393	\$1,674
	Surface Transportation Program (Regional)		\$2,980	\$1,435	\$0	\$0	\$549	\$2,093	\$0	\$0	\$3,628
	American Recovery and Reinvestment Act (ARRA) RSTP		\$19,455	\$19,455	\$0	\$0	\$0	\$0	\$0	\$0	\$19,455
	American Recovery and Reinvestment Act (ARRA) TE		\$0	\$0	\$568	\$568	\$0	\$0	\$0	\$0	\$568
	Stim2 - State		\$0	\$0	\$8,536	\$0	\$0	\$0	\$0	\$0	\$0
	Stim2 - Local		\$0	\$0	\$10,281	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Federal Highway Non-Discretionary)		\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$2,500
Subtotal		\$43,115	\$41,407	\$24,824	\$5,919	\$7,645	\$38,484	\$6,189	\$5,196	\$91,006	
Federal Highway Total		\$46,096	\$44,388	\$29,467	\$9,762	\$7,645	\$38,484	\$6,189	\$5,196	\$97,830	
FEDERAL TOTAL			\$63,276	\$61,566	\$37,725	\$18,970	\$15,849	\$46,637	\$14,559	\$13,566	\$140,791
PROGRAMMED TOTAL			\$114,080	\$111,251	\$85,094	\$70,625	\$127,438	\$160,853	\$133,376	\$132,254	\$480,983

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

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MPO: Santa Barbara County Association of Governments
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	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$4,064	\$4,064	\$6,149	\$6,149	\$18,766	\$18,766	\$68,383	\$68,383	\$97,362
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	Urbanized Area Formula Program (5307)	\$7,678	\$7,678	\$7,857	\$7,857	\$8,014	\$8,014	\$8,175	\$8,175	\$31,724
	ARRA - 5307	\$8,206	\$8,206	\$0	\$0	\$0	\$0	\$0	\$0	\$8,206
	ARRA - 5311	\$279	\$279	\$0	\$0	\$0	\$0	\$0	\$0	\$279
	ARRA - Rail	\$0	\$0	\$0	\$950	\$0	\$0	\$0	\$0	\$950
Federal Transit Total	\$17,180	\$17,180	\$8,075	\$9,025	\$8,014	\$8,014	\$8,175	\$8,175	\$42,394	
FEDERAL HIGHWAY	Federal Highway Discretionary Programs									
	High Priority Projects (HPP)	\$1,883	\$1,883	\$3,580	\$2,780	\$0	\$0	\$0	\$0	\$4,663
	High Risk Rural Road (HRRR)	\$982	\$982	\$476	\$476	\$0	\$0	\$0	\$0	\$1,458
	Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	Subtotal	\$2,981	\$2,981	\$4,643	\$3,843	\$0	\$0	\$0	\$0	\$6,824
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	Stim2 - State	\$0	\$0	\$8,536	\$0	\$0	\$0	\$0	\$0	\$0
	Stim2 - Local	\$0	\$0	\$10,281	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Federal Highway Non-Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$2,500
	Subtotal	\$43,115	\$41,407	\$24,824	\$5,919	\$7,645	\$38,484	\$6,189	\$5,196	\$91,006
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FEDERAL TOTAL		\$63,275	\$61,566	\$37,542	\$19,797	\$15,659	\$46,496	\$14,364	\$13,371	\$140,224
PROGRAMMED TOTAL		\$114,890	\$111,251	\$94,911	\$76,442	\$127,250	\$100,864	\$133,181	\$132,059	\$480,416

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

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The category of "Other (Federal Highway Discretionary)" includes: SEC 117 Surface Transportation Projects.

The category of "Other (Federal Highway Non-Discretionary)" includes: Local HES and Office of Traffic Safety Funds.

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State of California
2008/09-2011/12 Federal Transportation Improvement Program
MPO: Santa Barbara County Association of Governments
AMENDMENT #: 27 (Differences between Amendment #26 and Amendment #27)

FUNDING SOURCE		REVENUE VS. PROGRAMMED(DOLLARS X 1,000)							
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		Previous - 26	Current - 27	Previous - 26	Current - 27	Previous - 26	Current - 27	Previous - 26	Current - 27
LOCAL	Other local - general fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sales Tax - county	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sales Tax - other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Local Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Proposition 1B	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (State)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Elderly and Disabled Transportation Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	New Freedom (5317)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	ARRA - 5307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - 5311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	ARRA - Rail	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Transit Total	\$0	\$0	\$183	\$183	\$189	\$189	\$195	\$195
FEDERAL HIGHWAY	<i>Federal Highway Discretionary Programs</i>								
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Federal Highway Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>Federal Highway Non-Discretionary Programs</i>								
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	American Recovery and Reinvestment Act (ARRA) RSTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	American Recovery and Reinvestment Act (ARRA) TE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Stim2 - State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Stim2 - Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Federal Highway Non-Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Highway Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL TOTAL		\$0	\$0	\$183	\$183	\$189	\$189	\$195	\$195
PROGRAMMED TOTAL		\$0	\$0	\$183	\$183	\$189	\$189	\$195	\$195

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP

The category of 'Other (State)' includes: LSTP and RSTP State Exchange Funds

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.)

The category of 'Other (Federal Highway Discretionary)' includes: SEC 117 Surface Transportation Projects

The category of 'Other (Federal Highway Non-Discretionary)' includes: Local HES and Office of Traffic Safety Funds

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.